



# Los Angeles County Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

November 9, 2016

TO: Laura Shell, Chair  
Doug Smith, Vice Chair  
David W. Louie, Commissioner  
Curt Pedersen, Commissioner  
Pat Modugno, Commissioner

FROM: Tyler Montgomery *TM*  
Land Divisions Section

SUBJECT: **PROJECT NO. R2014-03527-(2)**  
**VESTING TENTATIVE TRACT MAP NO. 073203**  
**ZONE CHANGE NO. 201400013**  
**CONDITIONAL USE PERMIT NO. 201400172**  
**PARKING PERMIT NO. 201500005**  
**ENVIRONMENTAL ASSESSMENT NO. 201400280**  
**November 9, 2016 Public Hearing**  
**Agenda Item No. 6**

Since the previous update memo of November 3, staff has received two letters regarding the above project. The first, dated November 7, 2016, is from Marc A. H. Canelas, a local resident. He opposes the project, as he believes that condominiums will bring crime to the area. He also states that the site should be kept industrial in order to provide space for uses that support the commercial fishing industry. He also claims that the site itself is designated a "commercial fisherman's homestead," although staff's research found no evidence of such a thing.

The second letter is also dated November 7, 2016 and is from Elizabeth A. Camacho, an attorney representing the applicant. Ms. Camacho reiterates reasons for the Commission to support the project, stating that the development will provide much needed housing—including two lower-income units—in an area that is currently an incompatible industrial island. She also states that the project will provide adequate open space and amenities, and that the requested development program deviations are appropriate for the site. Finally, she requests that one of the conditions recommended by the Department of Public Works—regarding the timing of annexation into the lighting district—be amended. Instead of requiring annexation prior to issuance of building permits, the applicant is requesting that this requirement be prior to the issuance of a certificate of occupancy, as the annexation process can sometimes take a year or longer. Staff defers to the Department of Public Works regarding the appropriateness of this modification.

Enclosed:  
Letter of opposition from Marc A. H. Canelas (11/07/16)  
Letter from applicant's attorney, Elizabeth A. Camacho (11/07/16)

KKS:TM

## **Tyler Montgomery**

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**From:** Marc A. H. Canelas <canelas777@gmail.com>  
**Sent:** Monday, November 07, 2016 12:22 AM  
**To:** Tyler Montgomery  
**Subject:** 24500 NORMANDIE Ave. Harbor City CA 90710

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Hearing correspondence

Los Angeles Regional Planning Commission  
ATTN: Tyler Montgomery  
Case # TR-073203

Dear Mr. Tyler Montgomery,

I am writing to you with regards to the property 24500 NORMANDIE Ave. Harbor City CA 90710.

With regards to the development of the property....there is no question to the need to redevelop the location, the question is how.

I object to the proposal of the intention to place 111 residential condominiums on the open 11.27 acres...

My reasons are the following:

It would decrease the value of all the track homes in Harbor City and increase the local crime in the area.

I would like to indicate that I have been a resident of Harbor City since the early 1970's.

I have first hand watched the development over the years...and noted a huge increase on crime since the condominium complex was built on Vermont and PCH, just a few block away.

The location on NORMANDIE with it's original building structures had and still has heavy community function not being take accounted for.

Over the years, it has fallen into decay....ending up as a makeshift storage facility.

It was and still is a working unit of a working Commercial Fisherman Farm and Harbor industrial center....

It was AND STILL IS VITAL TO THE WORKING COMMERCIAL FISHERMEN OF THE SOUTH BAY....  
Being the center hub for King Harbor and Los Angeles Harbor.

24500 NORMANDIE is documented with the City of Los Angeles as a Commercial Fisherman Homestead #8083330239 and is required by federal law for fishing and farming purposes.

I ask that the Los Angeles Regional Planning Commission recognize the validity of the constitutional rights which require land to be allocated for commercial fisheries and its working communities.

The South Bay was designed with a Garden City Floorplan originally developed by the French.... ie. There is a viable agricultural unit dispersed throughout the South Bay...mixed in an urban city floorplan. This would bring viable work back to the area for residents...

All this must be accounted for.

As stated before.... Harbor City is the center hub for the South Bay... And 24500 NORMANDIE the heart of Harbor City.

I was close to Mr. Pete Prestininzi and practically grew up on the property. I was given the key to the front gate by Mr. Pete and told to run the place when I returned from university and military work over seas. Upon my return, I found the property in ruin, that Mr. Pete had passed and my hometown overrun with crime... The location was riddled with gang activity. There was a government shut down and i was called in to active military duty under USMC194B to contain the location. I was awarded the Homestead #8083330239 documented with Los Angeles County in early 2013 and has been my only and primary residence.

I have been a documented commercial fisherman in the South Bay for over fifteen years.

I am requesting that my constitutional rights as a commercial fisherman, soldier, World Steward Farmer, and American Citizen be acknowledged and respected with regards to the Harbor City Farm.

I would like to make special note that there is active farming/nursery work still underway one block away at 24500 Vermont.

To develop the land as condominiums would undermine the functional Floorplan of the Commercial Fisherman Farming infrastructure of the South Bay and the Channel Islands.

The infrastructure also includes 200 acres of viable federal farmland located on Torrance Airport and numerous plots of land intended for agricultural use throughout the Palos Verdes peninsula and the Harbor Systems.

Since occupation in early 2013, numerous buildings were reviewed and condemned due to asbestosis and lead toxicity. The south side industrial section is still intact and has active businesses currently operational. To destroy this infrastructure would cripple the local Harbor City Community. I also argue that some of the buildings remaining have historical and movie history. The industry on the property is vital to the financial stability of the area.

The property needs to be reestablished much the same way it was previously for functional community purposes.

Lastly, substantial personal investments have been made by the community, myself and family for the redevelopment of our hometown fisherman farm

Once again, I ask that the legal rights of the Commercial Fisherman Homestead be recognized.

I wish to speak further as to how the property needs to be reestablished and am requesting court audience if need be to substantiate my legal rights to preserve the Fisherman Homestead... For future generation and a stable foundation for America's food sources.

Sincerely,

Marc Herbelin Canelas M.D.



ELIZABETH A. CAMACHO  
Senior Counsel

10100 Santa Monica Blvd.  
Suite 2200  
Los Angeles, CA 90067

Direct 310.282.2075  
Main 310.282.2000  
Fax 310.510.6735  
ecamacho@loeb.com

November 7, 2016

Regional Planning Commission  
County of Los Angeles  
320 West Temple Street  
Los Angeles, California 90012

Re: 24710, 24906 S. Normandie Avenue (Sagewood Project)

Honorable Commissioners:

We are writing on behalf of our client, LaTerra Development, which is the applicant for the requested Vesting Tentative Tract Map, Zone Change, Conditional Use Permit, and Parking Permit for the above referenced project known as "Sagewood" (the "Project"). Sagewood will transform an incompatible and underused site into a vibrant residential community that will provide much needed housing, including affordable housing, and complement its surrounding residential neighborhood.

As discussed below, the Project:

- Will resolve the site's current zoning conflict with both the 1980 General Plan and the adjacent residential uses;
- Will provide 111 new residential units, including 2 below-market units, in an area with a critical housing shortage
- Has received no community opposition; and
- Will not result in any unmitigated significant environmental impacts.

We support staff's recommendation of approval and appreciates staff's November 3, 2016 letter providing several corrections to the staff report. For the reasons discussed below, respectfully request your approval of the Vesting Tentative Tract Map, Conditional Use Permit, and Parking Permit, and your recommendation for approval of the Zone Change.



A. The Project Will Replace An Incompatible Island with Much Needed Housing

The project site contains approximately 11.27 acres and is located along Normandie Avenue north of Lomita Boulevard in the West Carson area. The southern portion of the site is occupied by various automotive repair and service uses. The northern portion of the site previously operated as a truck storage yard, but is currently vacant.

The project site's current M-1 zoning and existing land uses conflict with the property's 1980 General Plan land use designation of low-medium residential and with adjacent uses. As shown in the aerial photograph attached as **Exhibit A**, the property is surrounded by existing residential uses. A single family neighborhood is located immediately north of the project site, and mobile home parks are located to the immediate east and west of the project site. Harbor City Park is located a block away, directly east of the Coast Mobile Home Park. The project site thus exists as an incompatible industrial island wedged in the middle of a residential community.

The Project would reconcile these conflicts, establishing a use compatible with the existing low-medium residential land use designation and adjacent development and adding much needed housing. The Project proposes to change the zoning on the majority of the project site (approximately 10.37 acres) to Residential Planned Development with a Conditional Use Permit for a Development Program (RPD-DP). The approximately 0.92 acre area at the tail end of the southern edge of the property would retain the current M-1 zoning to allow for approximately 3,900 square feet of commercial development, consistent with existing uses along Lomita Boulevard. The proposed Vesting Tentative Tract Map would subdivide the site into three lots, with the residential uses on Lots 2 and 3 and the commercial uses on Lot 1.

Given the surrounding residential uses, the property is not suited for industrial uses. The site has been in decline for years and is significantly underutilized. As staff notes, rezoning the site would not result in the loss of manufacturing jobs or location-dependent industries. The proposed use will eliminate incompatible noise, odors and aesthetics of prior industrial uses in close proximity to residential communities, provide much needed housing, unify surrounding residential uses, and contribute to a cohesive residential community.

B. The Project Will Provide Diverse Housing Opportunities

The project's residential community is designed to provide entry level home ownership opportunities in an area with little new housing stock. The project's residential component consists of 111 residential units on Lots 2 and 3, along Normandie Boulevard.



Lot 2 will contain 39 condominium townhome units in 8 buildings on 2.55 net acres. Townhome unit sizes are expected to range from approximately 1,131 to approximately 1,838 square feet and consist of two-, three- and four-bedroom units in five unit plans. Buildings will be 3-stories with a maximum height of 27 feet.

Lot 3 will contains 72 detached condominium homes on 6.39 net acres. Lot 3 is expected to contain 4 unit types ranging from approximately 1,536 square feet to approximately 2,438 square feet. Buildings will be 3-stories with a maximum height of 27 feet.

The proposed residential density is consistent with the General Plan designation of low-medium residential, with dwelling unit densities of 11.9 du/ac and 10.1 du/ac on Lots 2 and 3 respectively. The proposed residential densities allow the Project to accommodate a diversity of product and price points accessible to a wider population yet compatible with adjacent densities, while incorporating abundant open space and recreational amenities for residents, as discussed below.

#### C. Open Space and Amenities

The project has been designed to maximize usable open space on the site, providing meaningful opportunities for both active and passive recreation and relaxation, with both public and private open spaces to enhance the quality of life for every resident.

The residential component will include approximately 110,706 square feet of common open space available to all Project residents, which will include significant contiguous green spaces and amenities. The Project includes a large open space area in the center of the residential development, which will include an approximately 9,265 square foot open turf park with shade trees and bench seating, an approximately 2,390 square foot children's play area and structure, three separate dining terraces with tables and built in barbeque facilities, and an approximately 1,849 square foot enclosed dog park. This common open space comprises approximately 28.4% of the combined net area of Lots 2 and 3.

In addition to the common open space described above, each dwelling unit in the Project will have a private open space component. Each townhome on Lot 2 will have a private balcony of at least 50 square feet, providing over 3,600 square feet of private open space on Lot 2. Each detached condominium home on Lot 3 will have private ground floor open space that will function as a rear and/or side yard ranging in size from 121 square feet to 2,343 square feet.

The Project also incorporates plentiful pedestrian connectivity to facilitate a healthy lifestyle. Due to the high speed and traffic volumes along Normandie Avenue the residential component will be gated, but will have a total of seven pedestrian



connections from the residential component to Normandie Avenue. While Lots 2 and 3 have separate vehicular access, there are pedestrian connections between the two lots. The Project interior not only incorporates traditional sidewalks and pathways, but cul-de-sac driveways on Lot 3 will be “woonerf” walk streets consisting of a stamped asphalt field flanked by demarcated pedestrian pathways. The woonerfs encourage pedestrian activity and deemphasize the automobile by softening the drive aisle and creating a shared space.

The proposed Project complies with the Residential Planned Development open space standards set forth in County Code Section 22.20.460.B. Although the Project proposes common open space of 28.4%, which is slightly less than the 30% contemplated, such deviation is permitted because the Project provides compensatory characteristics that provide as well or better for planned unit development as intended by the code. The Project’s common open space consists of contiguous, usable areas that offer a diversity of both active and passive recreation opportunities, and is complemented by the Project’s significant private open space components. Although the code does not require any private open space, and many condominium projects are not able to incorporate private outdoor spaces for residents, the Project includes private open space *for each unit in the project* – balconies for the townhome units and private rear and side yards for the detached homes. The Project’s combination of common and private open space provides residents with a variety of quality outdoor environments that will contribute to a healthy and enjoyable lifestyle. In addition, the Project’s “woonerf” walk streets allow for necessary vehicular access while providing softer and aesthetically pleasing outdoor spaces that further contribute to the varied types of outdoor spaces for residents to enjoy.

The Project’s open space component also allows development of this irregularly shaped site with the density contemplated by the General Plan, thus allowing the Project to address the critical housing shortfall with units at a diversity of price points. Finally, the Project provides the additional compensatory feature of setting aside two units on Lot 2 for lower income households, providing further diversity of housing, without any accompanying increase in density or intensity of development.

The common open space, private open space and “woonerf” walk streets together comprise 48.4% of the Project site area and meet the aesthetic and recreational objectives of the RPD-PD zone and better serve future residents of the Project with plentiful landscaping and a diverse range of livable outdoor spaces and amenities. These areas, together with the two below market units, achieve the intent of the Residential Planned Development zone, providing a high quality residential community with amenities beyond those expected with conventional development.

In addition, yet another open space option is provided by Harbor City Park, which is located one block from the Project site.



#### D. Parking

Parking for residential uses on both Lot 2 and Lot 3 will meet and exceed the code parking requirements. All residential units will have two covered parking spaces in a private garage, and certain units on Lot 3 will also have private driveway parking available, for a total of 78 private parking spaces for Lot 2 and 158 private parking spaces for Lot 3. Although guest parking is required only for the units on Lot 2, guest parking will be provided on both lots, with 14 guest parking spaces on Lot 2 and 49 guest parking spaces on Lot 3.

In order to maximize the number of guest parking spaces and to best accommodate the site plan, the Project includes a request for a Parking Permit to allow some of the guest parking spaces on Lots 2 and 3 to be parallel parking spaces (8' by 22') located along the main drive aisles. 12 of the guest parking spaces on Lot 2 will be parallel spaces and 27 of the guest parking spaces on Lot 3 will be parallel spaces.

Allowing parallel parking spaces with dimensions of 8' by 22' allows the Project to include guest parking spaces in excess of code requirements, thereby minimizing any need for off-site parking and avoiding impacts to surrounding neighborhoods. Parallel parking will also allow the Project to provide additional guest parking without compromising landscaped open space or amenities.

The proposed parallel parking spaces are unlikely to impede circulation or result in queueing impacts. The parallel spaces on Lot 2 are located only on the egress side of the drive aisle, which minimizes the likelihood of impeding ingress or resulting in queueing issues impacting the project entrance or Normandie Boulevard. On Lot 3 most of the parallel spaces along the main drive aisle are located at the end of the aisle, allowing for greater ease of access, which will also further minimize the likelihood of any queueing impacts.

We understand from staff that the staff report and recommended findings and conditions address parallel parking only on Lot 2 because no guest parking is required for Lot 3. In order to avoid any confusion down the line, however, we request clarification that the proposed 8' x 22' parallel spaces would be permitted on Lot 3, despite the absence of a requirement for guest parking.

The commercial/retail component on Lot 1 will have separate vehicular access will meet code parking requirements.

#### E. Development Program Requests

Consistent with the proposed RPD-DP zoning, the Project proposes to customize certain development standards to provide the most effective site plan and, pursuant to



the proposed Conditional Use Permit, will meet all applicable requirements in compliance with the intent of the RPD-DP zone. In addition to the open space request, discussed above, the Project seeks the following flexibility in development standards.

1. Setbacks

The Project includes varying setbacks with minimum front and rear setbacks of ten feet, which require reductions from the required setbacks of 20 and 15 feet, respectively. The reduced setbacks are necessary to maximize usable space due to the property's irregular shape and narrow southern end, and utility easements that limit building placement.

2. Wall/Fence Heights

The Project proposes perimeter fencing along the Property's rear (eastern) boundary up to a maximum height of 12 feet, consisting of up to 7 feet of retaining wall topped by open-work metal fencing. The need for additional retaining wall height above the 6 foot maximum results from the requirement to alter the property's existing drainage pattern, which currently flows onto the adjacent mobile home property to the east, so that the site drains out to Normandie Avenue. The grading necessary to accomplish this change creates the need for retaining walls of up to 7 feet along the eastern property line. The Project also proposes open-work fencing above the retaining wall at a height of up to 6 feet (for a total height of 12 feet). The additional fence height is necessary in order to provide additional safety and security for children, since this fence abuts the private side and rear yards of units in this area. The open-work fencing will enhance the aesthetic appearance of the Project perimeter, and will not block light on the adjacent property.

The Project also proposes fencing of the perimeter of the development's residential uses along Normandie Avenue. This fencing will consist of alternating 5'6" high open metal fencing (adjacent to common areas) and 6' high CMU screening wall (adjacent to private backyards of units), located in the front yard immediately behind the right-of-way line. Given the high traffic volumes and speeds along Normandie Avenue, this wall and fencing will create a safe and secure environment and a buffer against noise. The alternating solid and open fencing will provide both privacy for residents and visibility into the development from the public street and sidewalk. The variation in perimeter height, views into landscaped areas, together with the street trees will provide an attractive edge along Normandie Avenue. As discussed above, the residential uses will have plentiful pedestrian connections to Normandie Avenue and throughout and between the residential components on both Lots 2 and 3.

F. The Project Will Not Result in any Significant Unmitigated Environmental Impacts





As confirmed by the Mitigated Negative Declaration, the Project will not result in any unmitigated significant environmental impacts.

G. Requested Revision to Timing of Condition for Annexation into Lighting District

LaTerra Development has one request for modification to a condition of approval. Road Condition 14 from the 19, 2016 Subdivision Committee report (incorporated into the conditions of approval) requires that the Project be annexed into the street lighting district prior to issuance of building permit. As reflected in the Subdivision Committee Report, Public Works advises that the annexation process can take a year or longer. In order to avoid an extended delay in the start of construction, LaTerra Development requests that this condition be revised to allow annexation to be completed prior to issuance of Certificate of Occupancy, rather than issuance of building permit. LaTerra Development would pursue the annexation as promptly and diligently as possible, but given staff's advisement as to the extended timeline for completion, it may not be possible to avoid a significant and detrimental delay in construction without the requested revision.

Conclusion

In summary, the project will replace a declining and incompatible industrial site with a well-planned, attractively landscaped residential community that will sustain and enhance the existing surrounding residential uses, and contribute much needed housing, including two below market units, while incorporating significant open space and recreational amenities for residents. The Project has no environmental impacts, and no known community opposition.

We respectfully request your approval of the Vesting Tentative Tract Map, Conditional Use Permit, and Parking Permit, and your recommendation for approval of the Zone Change, with the modifications to the draft condition described above. We look forward to the Project hearing and to responding to any questions or comments you may have.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Elizabeth A. Camacho'.

Elizabeth A. Camacho  
Senior Counsel



# EXHIBIT A





